

The Scranton Tribune

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When space will permit, The Tribune is always glad to print short letters from its friends bearing on current topics, but its rules are that these must be signed, for publication, by the writer's real name, and the condition precedent to acceptance is that all contributions shall be subject to editorial revision.

THE FLAT RATE FOR ADVERTISING. The following table shows the price per inch each insertion, space to be used within one year.

Table with columns: DISPLAY, Run of Paper, Single Insertion, Full Column. Rows for 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000.

For cards of thanks, resolutions of condolence and similar contributions in the nature of advertising The Tribune makes a charge of a cent per line.

Rates of Classified Advertising furnished on application.

SCRANTON, MARCH 12, 1902.

A trust is no less dangerous under the name of merger.

Safeguard the Park.

NOW THAT the bluebird is tuning up his little lay and the merry-go-round artists, shell game fakers and catch-penny schemers of various kinds are meditating another commercial campaign along the approaches to Nay Aug park, it is in order for the director of public works, the director of public safety, the city solicitor and all other wise and good city authorities to put their heads together for the protection of the public.

The park is wholly within the police control of the city, and the approaches to the park ought to be, without pretending to an expert knowledge of the law, we believe that they are; that it is within the power and province of the city by ordinance to say how these approaches shall be guarded and to prescribe penalties for violation thereof.

The territory adjoining a place of public congregation certainly should be subject to restrictions necessary for the welfare of the people. Bucksters and fakers would not be permitted to surround a place of worship as they last summer surrounded the Mulberry street entrance to Nay Aug.

Let the wisdom that is in councils and the zeal that is tempered with discretion, is in them who toil in execution of our municipal laws and ordinances unite to work out a righteous solution of this problem. The time to begin is now. The time to get firm work in is before the fakers secure leases, licenses and the natural vantage of entrenched possession.

To clean the snow off Gotham's streets this winter cost \$700,000. The cost in Scranton was somewhat less, but we trust we have seen the last of it.

Insurance Burdens.

THE Insurance Press says in the report of the New York state insurance department that the net loss in 1901 on the underwriting operations of 146 stock fire and fire-marine companies was \$8,541,702. Their premium receipts amounted to \$143,596,297; their loss payments to \$96,363,608 and their expenses to \$61,230,688.

The Press prints an elaborate table which aims to explain more clearly why rates of fire insurance are being increased. Its purport, in brief, is that in the past fourteen years these companies have lost \$2,940,185. These losses are partly explained by increased risk of underwritten property to damage by fire; partly by the natural growth of expense in competing for business and partly by the increasing burden of taxation falling upon insurance companies.

In 1888 the ratio of taxes to premiums less losses was a little over 5%; and it has risen until last year the ratio exceeded 8 1/2 per cent. During part of this interval the special war revenue tax here heavily upon the insurance business, but with that removed there is still, it is claimed, a greater burden of taxation than ever before in the modern history of insurance.

These facts and figures are beyond dispute. Possibly expenses could be reduced; certainly it has seemed at times that more underwriters were in business than was best for all concerned. Yet after all had been done that could be done to prevent leakage and loss it would still be likely to appear that fire premiums on the whole are too low. We have no doubt of the public's willingness to pay a fair price if fairly treated.

The Boers continue to evince a desire to vindicate General Buller.

A Distinction and A Difference.

WHAT is known as the Sherman anti-trust law, under which the government at Washington is asking the federal courts to dissolve the Hill-Morgan railway merger, provides that "every contract, combination in the form of trust or otherwise, or conspiracy in restraint of trade or commerce among the several states, or with foreign nations, is hereby declared to be illegal" and in its second section it makes an attempt to monopolize any part of the trade or commerce among the several states a misdemeanor.

The New York Times thinks that "any layman, reading the argument of the government, and comparing it with the anti-trust law, must receive the impression that the case as stated comes within that law." That is also our opinion. It is not, however, the opinion of the New York Sun. That journal says: "It would seem to us that in reality and essence, no cause of action against these defendants exists, and that the proposed merger

cannot ultimately be enjoined or prevented. The final questions to be decided must be: Cannot any citizen, for example, Mr. John Pierpont Morgan, buy and possess shares, to the extent of his purse, in the Northern Pacific railroad, or in the Great Northern railroad, or in both? And cannot any other citizen, say the Northern Securities company of New Jersey, do the same?"

These questions will be best answered by the court. But the Sun should perceive a distinction between a citizen in the flesh, like John Pierpont Morgan, and a citizen of legislative creation claiming in its certificate of birth wide-reaching powers like those embodied in the charter of the Northern Securities company of New Jersey. There is a distinction and a difference.

New Zealand promptly cables to London that she has more soldiers for South Africa if needed, and is willing to equip a reserve if London says the word. So long as Great Britain can command such a spirit of loyalty among her colonies it will not be necessary to discuss Great Britain's decline and fall.

Go Ahead and Make It.

THE TENOR of a number of the speeches made at Tuesday's meeting of the West Side board of trade was that "there must be some reason" for the omission of a viaduct proposition from the pending bond ordinance; and the statement was made repeatedly that the recorder "had something behind" his attitude in this matter.

We are sorry to see such a needless pouring of surmise and suspicion in a matter which is as plain as daylight when you look at it fairly and frankly. Of course there is a reason for the omission from the bond ordinance of the viaduct proposition, and there is nothing secret or mysterious about that reason or about the recorder's position with reference to it. Both have been stated candidly to the committee of the West Side board of trade, and there were gentlemen present at Tuesday evening's meeting of that organization who knew exactly where the recorder stood and why.

If these gentlemen had taken the pains to enlighten the speakers who appeared to be befogged on the subject, they would have said that the viaduct was not included in the bond ordinance because, in the first place, it is a big enough proposition to stand alone; and, secondly, because, in spite of the long period of time during which the viaduct matter has engaged the attention of public-spirited citizens no clearly defined estimate of probable damages has yet been formulated as a basis of action by the city. The other items in the bond ordinance are clearly defined as to the amount of money which they will cost the city; but there is not a man in the entire city who would undertake to give bond that he could guess within \$100,000 of the final cost of a proper viaduct after every claim of damage had been adjusted.

The recorder could not doubt increase the temporary political popularity of his administration if he were to shout for a viaduct without paying heed to ways and means; but he is not that kind of a huckster. He wants the viaduct supporters to measure their cloth before cutting it; and if there are those who think that a political issue can be made by cutting first and measuring afterward they are at liberty to make it.

Perry Heath's Salt Lake Telegram is not six weeks old, yet already it has sprung the word "educate" and decided that President Roosevelt will not do for a second term. Perry is certainly speedy.

One Issue Which is Coming.

THE strike of freight handlers at Boston originated in a small strike of the drivers of a certain corporation which promptly filled the strikers' places with other employees and was consequently quelled. The strikers appealed for help to the freight-handlers' union, and the rest is well known.

The drivers had a right to strike in the first place. The company whose employment they struck had a right to hire other men to take their places. The strikers had a right to ask the freight-handlers' union for help; and that union had a right to give it, but not by refusing to handle freight hauled by non-union draymen.

The dispatches say that Mark Hanna and the Civic Federation have been asked by the mayor of Boston to see what they can do toward composing this matter. No doubt they will do what they can. But it has got to be settled in this country some day whether unions may control arbitrarily the rights given to non-union workmen by the Constitution of the United States, and we don't think that this issue, when once clearly drawn, will be settled to stay on the basis of a compromise.

Now that China has officially protested against the exclusion of Chinese from America, it will be interesting to learn in what words Minister Conger will make his next "open door" speech.

Baptist Missionary Conference.

A COMMITTEE of the ministers' conference of the Abington Baptist association have arranged to hold a missionary conference in this city, April 14-17. This in all probability will be the greatest religious gathering of this character that has ever occurred in this city. A most interesting and helpful program has been prepared and some of the leading lights of the Baptist clergy in the east will deliver addresses. The various sessions are to be held in the different Baptist churches throughout this city. There is no doubt that the object desired will be achieved by this conference, which is the awakening of greater interest in missionary work in this particular denomination, but the influence of this conference for good will extend even beyond this. While Scranton may have its aim like all cities, there is much good in it. Brooklyn has long borne the distinction of being called a city of churches, but no traveler can go through our city without feeling that it is well supplied

with churches. We have often thought that among the chief factors in the promotion of modern civilization the church and the press stand out conspicuously. There could be a very important relation between these two. The press could be a handmaid of the church in evangelization and in being recognized as such more than ever by the church, and the press is falling in line to do what it may for the church's cause in giving space to sermons and religious notices and information of a like character in many ways. Many gatherings have been held in our city which have given to it a wider acquaintance and this coming conference will do likewise and it should be helpful to a good moral reputation.

Young King Alfonso seems to have been the latest victim of the age limit. A Promising Field. THAT the so-called Southern question is many-sided is shown by a contribution of Eugene C. Branson, president of the state normal school of Georgia, to the current World's Work.

"A million people live in one-room cabins in Georgia in primitive conditions that beggar imagination. You do not know the Georgia Cracker until you see him in his native place—on the edge of a small clearing, with a cotton patch on one side, a pine forest behind him, and a reed thicket or galberry swamp in the direction of his spring. There he lives in solitude unbroken, except for a trip to town on court Mondays, safe Tuesdays and circus days."

In the towns and cities there are problems, but here is the problem of bringing civilization to scattered people, averaging fewer than 27 to the square mile—who can never be expected to go far in pursuit of it. Eighty-seven per cent of the penitentiary convicts in Georgia, Mr. Branson informs us, are common laborers and farm hands; nearly one-third of the voters are illiterate. Nor is the situation of Georgia in these respects worse than the average in the South. We have heard so much about the colored brother and his deficiencies and defects that many of us have forgotten about the white "trash."

President Branson has clear ideas as to what should be done to develop this Cracker class. First he would create a community feeling; and then, by good roads, good schools, circulating libraries, the application of modern intelligence to farming methods and the introduction of remunerative household industries, he would build up this social and civic spirit until men and women would appear where now is nothing but human raw material. A simple school well-taught—that is, tactfully taught—with ordinary academic instruction and, sandwiched in, such forms of handicraft as can easily be transferred to the homes of the community and become a source of occupation and income—as, for example, basket-weaving, rug-weaving, needlework, the making of native grasses and long-leaf pine needles into articles of use and taste for the market, wood turning, clay modeling, pottery making, the making of summer hats out of shucks, artificial flowers and feather work—that is, the regards as the necessary central point in any campaign to make something of the average backward white man in the South; and he is proving his faith by starting these schools wherever he can get means and the requisite help. In no case has his experiment failed.

If some of the heroism and enthusiasm and money which have been poured into remote foreign mission fields with discouraging result could be diverted for a time into these desolate country districts of a number of the Southern and some of the Northern States, there is little reason to doubt that the total advantage to the cause of civilization would be increased. At all events they offer a promising field for philanthropy.

The coroner's jury has found that the Park Avenue hotel in New York was not provided with proper safeguards. How much better it would have been if the building inspector could have ascertained this in advance.

Now that Prince Henry has departed, the festive ball manager may be expected to resume the acquaintance of the interviewer.

COMPENSATION FOR OVERTIME OF RAILROAD EMPLOYEES.

For The Tribune. In railroad labor the question of hours for a day, overtime, and wages is of such a kind that it becomes a matter difficult to solve between employer and employee. The views of the men as represented by their labor organizations, and in the individual replies which employees of all classes made to the industrial commission may be summed up as follows: "Overtime, resulting in excessive long hours, should be prevented if possible, by requiring the roads to order efficient men to meet the demands of the busy season, and all other demands except those arising from accidents and emergencies. All overtime should be paid for at the regular rate, if occurring in the daytime or ordinary working day, and at one and one-half times if at night or on Sunday."

The Boston and Maine road allows overtime in the transportation and motive power departments at regular rates. Overtime, at regular rates for all employees outside the general office force, is allowed on the Burlington, Cedar Rapids and Northern railways, the Chesapeake and Ohio, the Cleveland, Cincinnati, Chicago and St. Louis, the Delaware, Lackawanna and Western, the Lake Shore and Michigan Southern, the Michigan Central, the Minneapolis, St. Paul and North Western, the New York Central and Hudson River, the Southern Railway company, the Pennsylvania, the Denver and Rio Grande, the Colorado and Southern, the New York, New Haven and Hartford, and the International and Great Northern railways.

A number of roads make no allowance for extra time for operators, station men and section foremen, to wit: The Plant System, the Rio Grande Western, the Kansas City, Fort Scott and Memphis, the Delaware and Hudson, the Chicago Great Western, and the Chicago and Eastern Illinois railroads. The Illinois Central Railroad company pays nearly all classes of men for extra time, usually at regular rates, except the men in the shops, who are paid one and one-half times for hours between 7 a. m. and 7 p. m. and Sunday. Some roads pay their men for extra time in excess of a certain number of hours. The Lehigh Valley pays trainmen for extra time after twelve hours at the rate of one-tenth of a day for each additional hour.

Well informed representatives of the teachers argue for legislative restriction of the hours of labor and more general enforcement of rules providing for extra pay for overtime, in the interests of the public, on the ground that the responsibility for transition in looking after the condition of the tracks, especially the heavy storms, is very great, and, indeed, it is also for telegraph operators, and that the long hours are a frequent cause of accidents, for which men employed by excessive demands upon their strength can not well be held responsible.

FINE OPPORTUNITIES IN CUBA FOR TRADE

Editor of The Tribune. Sir: The Havana Post, by its New York correspondent, says: "It is probable that one of the best fields for investment in Cuba is the development of the asphaltum deposits in which the island abounds. Roughly estimated, the tract of country extending across the middle of the island from the Gulf of Havana to the Gulf of Mexico contains an area of 150 miles long and 20 miles wide. For a great distance about the Cardeñas well the ground is as hard as a floor and black with asphalt. Very extensive deposits of asphaltum are also found near the north coast of Cuba. Springs and wells there indicate liquid bitumen over 4,500 square miles."

It is gathered from the same source that Cuba is rich in iron, and that the iron ore products are an important source of wealth. Manganese is found in various parts but not in great quantities. Gold is indicated, but only in small quantities. There are no copper mines in operation at present. Near Santiago some copper mines formerly yielded good returns. A new company has been formed to re-open these mines and fit them with modern machinery. The preliminary work has begun. Other copper prospects in the same province are now being opened. Copper interests are reviving in Cuba. The neighboring island of Pinar del Rio has extensive marble quarries which are of geologists' value, possessing considerable commercial value. This marble occurs in granular form, thoroughly crystalline and of various colors.

The rubber industry bids fair to become in time one of the important occupations of Cuba. Maracaibo, Venezuela, has a rubber tree which is of easy cultivation and little cost, producing a good interest and there is no necessity of employing any machinery or costly labor, as is the case with sugar or tobacco that requires much money and is great risk. We need this rubber product of the siphonia caudata tree, or false porch, for cables and a thousand uses. The rubber trees are already cultivated, some of them having been brought to Cuba sixty-five years ago.

Cuban purchases of German goods have increased considerably since the hostilities. In 1895-6 the average was \$550,000 each year; but in 1900 it was over \$2,000,000. Cuban sales to Germany have also increased, being \$1,500,000 in 1898, \$4,000,000 in 1899, and \$5,143,000 in 1900. Cigars and tobacco chiefly.

Spaniards are freely emigrating to Cuba. Extra steamers are being put on to accommodate the rush of immigrants. Recently 1,500 went in two steamers. The immigrants are of the very best class and go out to colonize. The total will be fully 20,000 this winter.

Pinar del Rio province is noted for its tobacco and will soon be as well known for its oranges. The soil is similar to that of Redlands, California; light red, sandy soil. One may dig deep down without striking clay. Pinar del Rio is admirably adapted for shipping purposes. From Columbia, fifteen miles south by a good macadamized road, steamers sail regularly to Havana and other ports. The North German Lloyd Steamship company, Nov. 16, initiated a new service to Cuba. The first vessel took passengers and a full cargo.

Many of these data are extracted from a Cuban report just issued by our "Division of Insular Affairs," Lieutenant Colonel Edwards, chief. Walter J. Ballard. Schenectady, N. Y., March 12.

OUTLINE STUDIES OF HUMAN NATURE

Rosebery Aply Answered. When Lord Rosebery is stopping at his seat at Mentmore, says London M. T. P., he is an excellent host in a quiet way to his neighbors, more especially to the clergy of the district. On one occasion a young vicar, but recently appointed to his benefice, was asked to dinner. With the ladies had a beautiful house on the edge of the town, and the vicar was somewhat embarrassed by his host's suddenly accosting him to this effect: "I have just had occasion to visit two of our largest and most beautiful cathedrals. What is the use or purpose of such vast buildings, that are so rarely filled, and which are so often in very small cities? You come Mr. Vicar, for a cathedral town; can you kindly solve the problem?"

After a moment's hesitation the young vicar replied: "I have sometimes heard a question asked by strangers on the roads in this district: 'What is that vast and beautiful house on the high ground yonder?' meaning your lordship's house of Mentmore. The answer is: 'Why, that is the seat of one of the king's chief nobles. With such an answer people are well content. They think the building suitable. And, yes, your lord, it is seldom, I should think, that all the nobles of the country of Mentmore are killed. We don't quarrel at the size of the house; a dignified position requires dignified surroundings.'"

"I am well answered," said Lord Rosebery and he turned the conversation. Some of the company thought he was annoyed, but a little later, as they left the dining room, he got his hand on the young parson's shoulder, and said: "A good answer; I thank you for it."

Cheap at the Price. A certain pompous and officious judge in a western town had just fined a young lawyer \$10 for contempt of court. After it had been paid, the great old attorney walked up to the bench and laid down a \$10 gold piece.

"What is that for?" asked the judge. "For contempt, your honor," was the reply. "What contempt?" asked the judge. "There must be some mistake." "Oh, no; there isn't," replied the old man. "I have checked a secret complaint for this case for a long time, and I'm willing to pay it."—Chicago News.

Advertising for a Mayor. "I believe that the Americans will finally come to accept the German method of choosing mayors in their cities," said a student of Washington, D. C., in a lecture. "We don't quarrel at the size of the house; a dignified position requires dignified surroundings." "I am well answered," said Lord Rosebery and he turned the conversation. Some of the company thought he was annoyed, but a little later, as they left the dining room, he got his hand on the young parson's shoulder, and said: "A good answer; I thank you for it."

LITERARY NOTES.

When Frederic Harrison was in this country a year ago, the offer of Mr. Carnegie to provide buildings for sixty-five free libraries in Greater New York, at an estimated expenditure of \$2,500,000, had just been made public. The Englishman was amazed when he was told that nearly 500,000,000 had been realized through gifts and bequests in America during the preceding year, to be spent in building libraries. He was struck by the question and general culture. What would be said to the tremendous total for 1901, which, as compiled by Appleton's Annual Cyclopaedia just published, amounts to \$2,500,000,000, a proportion of which is to be devoted to the spread of knowledge? According to this compilation, Andrew Carnegie made donations to one hundred and thirty cities in the United States amounting in all to \$12,819,000. These figures, of course, do not take into consideration the endowment of \$25,000,000 for a national library at Washington. The list, as given by Appleton, is composed of all individual bequests of \$5,000 or more for public purposes that were made or become operative in the United States in 1901, exclusive of the great international contributions for education and benevolent purposes.

Ernest Crosby, son of the late Howard Crosby, has written and Funk & Wagnalls have attractively published in "Captain Jinks, Hero" what is meant to be a crushing satire upon "Millions More," "There," it is shown that a young country lad whose mind is turned toward war-like matters by a Christmas present of lead bullets, "his progress through 'East Point' and in the 'Columbian' war, a story narrated in a friendly newspaper correspondent throwing in the necessary heroics; and finally the pen-name hero is exhibited in his own agony, while he is perfect soldier—one who neither feels nor thinks. Dan Beard supplies some spirited illustrations.

"Many Waters, a Story of New York," is the title of a novel by Robert Shackleton published by the Appletons. It is Mr. Shackleton's first completed novel to follow all the expectations desired from his short stories. He has woven stories of Wall street intrigue, of the exalted activity of the terms, of a street railway strike and other widely diversified phases of city life into a brilliant, thrilling plot.

Leslie Stephen's article on Robert Louis Stevenson which the Literary Digest has taken from the National Review, is one of the most just and discriminating and at the same time one of the most brilliant appreciations of Stevenson in recent periodical literature. The final word about Stevenson is perhaps yet to be written, but when written it will not be greatly unlike this.

The April Bulletin has an article upon the preparation of an infant's first outfit that will be of distinct value to those to whom the subject is one that demands consideration. The various garments are described and illustrated in detail, and the materials and decoration fully discussed.

The March number of the Woman's Home Companion opens with a charming description of "The Coming of Spring," by Ernest Harold Baynes. "Wireless Telegraphy" is explained by an expert; "The New Year's Resolutions" by Dr. D. De. President of the Cuban Republic. The paper on "Courtship and Marriage Customs in Many Lands" treats of the queer ceremonies of the Hindu and Parsee. There is a thrilling treatment of "The Heroism of the Women in the Civil War." The

FINLEY'S Novelty Hosiery

Our Spring Hosiery display is an unusually attractive one, every style is picked from the choicest products of the best foreign and domestic manufacturers. Designs that are sure to please women of refined and fastidious taste; assortment complete in all the new styles and many old favorites as well.

Prettily Embroidered Designs Open work Lace Effects and Side Clocks Predominate

Complete line of our popular numbers in plain silk, Hise thread and fine cotton hosiery.

Ladies Black Cotton Hose

In gauze, gossamer and medium weight, in fine cotton and Hise thread; extra values at 25c, 35c, and 50c.

Lace Effect Hosiery

Special value in Ladies' Black Open-work Hose, at 25c, 30c, 35c, \$1.00, \$1.25, \$1.50, \$1.75.

Lace Embroidered Hose

Fancy Embroidered Lace Hosiery, in plain black and color novelty effects, at \$1.00, \$1.25, \$1.50, \$1.75.

Ladies Black Silk Hose

In plain, drop stitch and openwork, at \$1.00, \$1.25, \$1.50, \$1.75, \$2.00, \$2.50 and \$3.00.

Men's Hosiery—Black, in fine cotton and Hise thread, in all black, and black with white stripes, at 25c.

Fancy Hose—Black Hise lace, silk stitched, striped openwork, 25c, 35c, and 50c.

Children's School Hose, 12 1/2c, 15c, 25c. Children's fine cotton Hise and Hise openwork, 25c to 75c.

610-612 Lackawanna Avenue.

ALWAYS BUSY.

Exchanges of street cars between passengers and conductors are common, and the conductors seldom get left, but occasionally the passenger gets ahead of the conductor, as happened one day last summer, says the Omaha World-Herald, when the long open cars were running. The conductor was engaged in talking to a very pretty girl and did not notice the headlong gestures of a woman who wanted to get off at Seward street. The woman gestured for a few moments, then arose and gave the regular code of signs to the conductor, who stepped on two feet. The conductor looked around and saw the woman just as she was about to give the fare register to another girl.

"Don't call that card, lady!" shouted the conductor. "Every time you pull that string it costs me 5 cents."

"Well, attend to your business. The string that girl has on will cost you more than this one if you don't."

"The conductor worsted." Exchanges of street cars between passengers and conductors are common, and the conductors seldom get left, but occasionally the passenger gets ahead of the conductor, as happened one day last summer, says the Omaha World-Herald, when the long open cars were running. The conductor was engaged in talking to a very pretty girl and did not notice the headlong gestures of a woman who wanted to get off at Seward street. The woman gestured for a few moments, then arose and gave the regular code of signs to the conductor, who stepped on two feet. The conductor looked around and saw the woman just as she was about to give the fare register to another girl.

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action includes stories by Clinton Ross, Will Payne and Mary Tracy Earle. A new feature is "Dumbbell Editorials" by famous women.

During the present session of congress the Saturday Evening Post, of Philadelphia, will contain bi-weekly articles on national affairs by the former postmaster general, Hon. Charles F. Emory Smith. In "Men and Measures at Washington" Mr. Smith will discuss the great legislative and diplomatic questions of the day, explaining the news of the week and giving a clear presentation of national policies and politics. Mr. Smith's long familiarity with public affairs, his shrewd political insight and his brilliant literary style combine to make these papers of unusual interest.

The March issue of Frank Leslie's Popular Monthly appears as the Charleston exposition number, and includes some thirty pages of admirable photographs of the great fair, together with an intelligent running commentary by Cayler Smith. This is the first full account of the most elaborate attempt at exposition making which the South has ever tried, and it is very interesting to compare the buildings with those which the public so warmly applauded at Baltimore.

An article that has excited much attention appears in Ainslee's magazine for March. It is entitled "The Research," and has been written by the Rev. John H. Savage, D. D. Dr. Savage is a charter member of the Psychological Society, and relates some marvelous happenings from his own experience.

Edwin Markham's latest novel, "The Dream of Platte Valley," has just been completed, and will appear exclusively in the April Success.

THE FLOOD.

Oh! the dreadful, dreadful flood, Come to take us unaware; Raise the carpets and be quick! Pile the furniture up stairs! Pile them all up in a heap, For the water's getting deep.

Oh! the horror of this hour, For it's almost night, "Do not wake the children, For they'll surely die with fright; We will wait them up the stairs, Where we'll spend the hours in prayer."

Something struck the house with force! All kept quiet as a mouse; "Better let the children sleep, For I fear 'twill take the house Sweeping legs make such a din, Out there in their pea coat line."

Well, the morning's come at last; "There comes some one with a boat! All pile out and into a line, And through the crowded boat; Well, this is a funny scene, Sailing right out through the town."

Now the danger is all past, We will soon be home once more; Father better go ahead and Clean the sand all off the boat. It is such a looking place, We will go home in disgrace. Peckville, March 12. —Mrs. A. C. Green.

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